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## Soviet Submarines in the Caspian Sea

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2.

There were five submarines which made the passage from the upper Volga through Astrakhan to Baku in floating dry docks. Two submarines of the same type arrived in Astrakhan in August or September of 1950. These two subs were similar to the Shtuka class of submarines and had the following characteristics.

Displacement	600 tons
Length	70 meters
Width	7 meters
Draft	3 - 3.2 meters
Crew	30 men
Horsepower	1,000 hp

These two submarines have Diesel engines as their main propulsion plant.

The armament of these two submarines consists of four torpedo tubes and a proposed mount for one 100 mm gun and one 37 mm gun.

The two subs were somewhat smaller than the other three subs which passed through Astrakhan a few weeks later. The features of the first two subs were rounder and not as sharp as those of the three later boats. The two subs stayed in Astrakhan a few days while the docks they were being transported in were reinforced. The two were completed and in operation by the spring of 1951.

Three submarines arrived in Astrakhan near the end of the navigation season in 1950 and remained in the city for five months. The subs were placed in the Shipyard i/n Karl Marx for a short time and then were transferred to the shipyard i/n 10th Anniversary of the October Revolution. The three subs remained in Astrakhan during the winter and departed for Baku between 25 Mar and 1 Apr 51. The subs went down the Volga in company with three tugs, the Bogatyr, the Partizan, and the Gwardiets which were used for towing the docks. There was no chance that

## CLASSIFICATION

SECRET/SECURITY INFORMATION

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- 2 -

the subs left earlier than this time [redacted] during the winter.

50X1

3. The Caspian Roadstead Oil Tanker Steamship Agency (Reydtanker) was responsible for furnishing pilots to all naval vessels passing through the Volga Delta enroute to the Caspian Sea. [redacted]

The pilots stayed with the docks until they had cleared the sea lighthouse at 14 Foot Roadstead and then the men returned to Astrakhan. The best pilots in Reydtanker were appointed to make the voyage due to the importance of these vessels reaching the Caspian safely.

Three tugs and their captains were used in general for all naval vessels needing guidance down the Volga delta:

<u>Tug</u>	<u>Captain</u>
The Dzhambul	<u>Mishin, Nikandr Ivanovich</u>
The Pamyat Tov Voykova	<u>Kulichkin, Gregoriy Petrovich</u>
The Chelekin	<u>Zaytsev, Vasilii Ivanovich</u>

The three tugs which were used to tow the three submarines down the Volga from Astrakhan were:

<u>Tug</u>	<u>Captain</u>
The Bogatyr	<u>Lunikov, Aleksey Aleksandrovich</u>
The Partizan	<u>Bogov, (fau)</u>
The Gvardeets	<u>Tushakov, (fau)</u>

4. The military commandant of Astrakhan was a naval captain, third class, named Supryunenko, Aleksandr Dementevich. He was responsible for making all of the necessary arrangements with Reydtanker for the movement of vessels down the Volga Delta, [redacted] the following types of ships [redacted] passed through the city enroute to the Caspian while I was working for Reydtanker.

50X1

50X1

Destroyers	4
Gunboats	8
Landing craft	12
Submarines	5

50X1

5. The procedure for Supryunenko to obtain pilots was begun by notifying Reydtanker that there would be a need for a specified number of pilots at a stated time. The pilots and tugs would be assigned for the passage of the naval vessel through the Volga Delta. This was not profitable for Reydtanker because the best pilots were required for the voyage and the pay was never very high for the services rendered. When the pilots returned to Astrakhan, after escorting a naval vessel to the 14 Foot Roadstead, they submitted a statement (spravka) to me for their services. [redacted]

[redacted] The fee for these piloting services was generally about 200 to 250 rubles. The senior military representative on the docks carrying the submarines was generally a naval captain, third class.

7. The docks remained in Baku, although Reydtanker was trying to have them brought to Astrakhan. The docks would have been useful to Redytanker because of their small displacement and large capacity for handling vessels.

50X1

8. [redacted] these five were the only subs which came into the Caspian because the Volga River was the only possible means by which they could have been transported. The railroads were very poor around Astrakhan and could not have hauled such a heavy weight as a submarine on a box car due to the poor condition of the tracks.

50X1

9. The submarines were towed to the Merchant Fleet Shipyard i/n Vano Sturua for final outfitting. The first two submarines which passed through Astrakhan were completed and overhauling by the spring of 1951. All five of the subs were to remain in the Caspian Fleet upon completion of final outfitting. The last three submarines had not been completed the Caspian Sea region in June 1951. [redacted]

50X1

10. The Shipyard i/n Vano Sturua specialized in hull work and in the manufacturing of screws and propellers. A large proportion of the internal work on the submarine hulls was supposed to have been already completed on the subs before their arrival in Baku. The Shipyard i/n Parishkaya Kommuna could also have handled the outfitting of the submarines as this yard has adequate facilities to accomplish the necessary work. The subs were not moved from yard to yard when they had arrived in Baku, but remained in Vano Sturua until completed. There is not a separate delivery base for submarines in the Baku area.

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[redacted] that the outfitting work on the subs at Vano Sturua consisted of installing the propellers, armament, periscope, painting the hull, and laying the main drive shaft among other things. The chief engineer of Reydtanker told me that the last three submarines had Diesel-electric propulsion and that this type of plant did not need schnorkel. [redacted] know whether this is true or not.

50X1 50X1

[redacted] the size or dimensions of the periscope. [redacted] a counter-propeller (counter-propellor) type screw was installed and that it had four blades. [redacted] that Vano Sturua makes the screws which is logical, for the yard has an excellent reputation for making good screws and propellers. The production of screws is a difficult job that the Shipyard i/a 10th Anniversary of the October Revolution in Astrakhan once undertook such a program and was unsuccessful in its attempts. [redacted] that Vano Sturua makes variable pitch propellers and during World War II they were supposed to have been engaged in the production of aerial bombs. Vano Sturua is not a big plant, but it is very well equipped. This yard also makes bronze propellers, which is an extremely difficult task, and is engaged in the production of crankshafts for Diesel engines, another difficult assignment.

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File I